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CLASSIFICATION: CONFIDENTIAL  
CENTRAL INTELLIGENCE AGENCY

SUPPLEMENT TO  
REPORT NO.

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The grain elevator has also been improved. On the landward side, two new receiving towers, with a total hourly capacity of 200 tons, have been constructed; these towers have special outlets that will permit the automatic loading of railroad cars. The elevator is now capable of loading 400 tons of grain per hour, which is equivalent to the capacity of the pneumatic unloaders at the seaward side.

New warehouses for general cargo, four stories high and with a covered area of 38,000 square meters, have just been completed. The seaward side of the warehouse extends for a length of 330 meters and three large freighters can be accommodated simultaneously. An additional warehouse is nearing completion; this is a seven-story structure with 30,000 square meters of floor space.

At present, the port of Trieste is serviced by 70 kilometers of railroad tracks and a completely repaved and repaired street which connects all the warehouses in the port area. (3)

#### Floating Dry Dock in the Port of Palermo

A new all-metal floating dry dock was put into operation 25 January 1953 in the port of Palermo. The dry dock is the property of "Bacini Siciliani" S. p. A (Sicilian Drydocks, Incorporated). The weight of the dry dock is over 8,000 tons and rivets are used throughout.

The main characteristics of the dry dock are: outside length, 193 meters; maximum width, 38.5 meters; height of sides, 15 meters; and capacity, 30,000-ton vessel in 2½ hours.

The dry dock is equipped with an 8-ton mobile crane on each side and is capable of servicing the largest tankers used on the Middle East runs. (4)

25X1

1. Rome, Ingegneria Ferroviaria, Revista dei Trasporti, Jan 52
2. Ibid., Oct 52
3. Ibid., Jan 53
4. Genoa, Corriere Mercantile, 26 Jan 53

25X1

1. Location: Italy, La Spezia

Caption and Description: "Scalata Cokabunna, La Spezia. Crane and Conveyor Installation for Rapid Unloading and Storing of Coal, With a Capacity of 350 Tons per Hour." Photograph shows over-all view of installation in operation.

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Photograph Description: Size, 7 $\frac{1}{4}$  x 5 $\frac{1}{2}$  inches; good; slick paper

25X1

Ingegneria Ferroviaria, Rome, March 1952, page 194

25X1

2. Location: Italy, Genoa

Caption and Description. "Emberking a Locomotive Built by the Breda Electromechanical and Locomotive, Ltd, of Milan, for the Athens-Piraeus-Peloponnese Railroad." The photograph shows a floating shear-leg derrick loading a 2-8-2 Breda locomotive

Photograph Description: Size, 5 $\frac{1}{2}$  x 5 $\frac{1}{2}$  inches; good; slick paper

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Ingegneria Ferroviaria, Rome, October 1952, front cover

25X1

3. Location: Italy, La Spezia

Caption and Description. "A Traveling Gantry Crane With a 6-Ton Grab Located on the Quay of the Port of La Spezia. This Crane Is Especially Equipped to Handle Coal and Was Built by the 'Terni' Siderurgical and Mechanical Plants." The photograph shows a traveling gantry crane in the foreground at work on a coal pile with two similar cranes in the background

Photograph Description: Size, 6 $\frac{1}{2}$  x 4  $\frac{3}{4}$  inches; good; slick paper

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Ingegneria Ferroviaria, Rome, October 1952, back of flyleaf

25X1

4. Location: Italy, Palermo

Caption and Description. Photograph shows end view of all-metal, riveted floating dry dock, and the two 3-ton mobile cranes. The dry dock is owned and operated by "Racini Siciliani" S. p. A. The dry dock can handle 30,000-ton vessels

Photograph Description: Size, 5 x 3 $\frac{1}{2}$  inches; good; newsprint

25X1

Corriere Mercantile, Genoa, 26 January 1953, page 1

25X1

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